AMENDMENTS TO THE SPECIFICATION:

Page 1, line 2, insert the following heading:

--BACKGROUND OF THE INVENTION--;

Please replace the paragraph beginning at page 1, line 3, with the following rewritten paragraph:

--The present invention relates to a metal driving belt for a continuously variable transmission, as described ~~in the preamble of Claim 1~~ below. Such driving belts are generally known, for example from European Patent Application EP-A-0 522 612 in the name of the applicant. Such driving belts comprise rigid transverse elements, usually made entirely of metal, which are likewise generally known per se, and which are accommodated in the driving belt so that they are movable along an endless tension element. The tension element comprises two parts, each of which is formed by a number of thin, flat rings accommodated around one another, and each accommodated in a laterally or axially oriented opening of the transverse element.—

Page 1, between lines 11 and 12, insert the following heading:

--DESCRIPTION OF THE RELATED ART--;

Please replace the paragraph beginning at page 1, line 12, with the following rewritten paragraph:

--The known driving belt is used in a transmission, in particular for driving relatively heavy vehicles, such as a motor car or a lorry, and for this purpose is accommodated in a press fit between the sheaves of a primary, generally driving pulley and a secondary, generally driven pulley. The driving belt in a pulley undergoes a driving force, which is transmitted from the pulley to the belt through friction between two substantially laterally or axially directed contact surfaces of the elements and a largely conically shaped contact surface of each of the sheaves of the pulley concerned. The transverse elements in this case are propelled towards the other pulley along the tension

element, in the course of which the elements push each other along and are kept in a mutual relationship by the tension element. At the other pulley this pushing force is transmitted between the transverse elements to the sheaves of [[said]] the elements.

Please replace the paragraph beginning at page 2, line 3, with the following rewritten paragraph:

-- The above-mentioned tilting can be explained by the presence of an imbalance in the magnitude and the radial points of application of the forces acting upon the transverse element in the tangential direction, which direction substantially coincides with the longitudinal direction of the driving belt. These forces are namely at least a friction force prevailing between the pulley sheaves and the contact surfaces of the body part, which friction force in an ideal case has an effective point of application halfway along the radial dimension of [[said]] the contact surface, a relatively low internal friction force between the tension element and the transverse element, which friction force acts upon the body part at the position of the above-mentioned underside of the axially oriented openings, and a pushing force prevailing between the individual transverse elements, which pushing force acts upon the body part at the position of the axially oriented tilting line over which adjacent transverse elements can tilt in relation to each other. As a result of the above-mentioned imbalance, a couple of forces arises on the transverse element, so that the latter acquires the tendency to tilt. Without countermeasures, the result of this would be that the transverse elements and the pulley sheaves would of necessity move slightly relative to each other, or slip. This slipping would be at the expense of the efficiency of the power transmission, and there would also be a risk of damage to the driving belt and/or the pulleys.—

Page 3, between lines 8 and 9, insert the following heading:

--SUMMARY OF THE INVENTION--;

Please replace the paragraph beginning at page 3, line 9, with the following rewritten paragraph:

--In order largely to avoid the above-mentioned limitations and disadvantages of the known solutions, the invention ~~proposes the driving belt according to Claim 1, which more particularly is characterised by~~ includes the presence of additional contact surfaces on the transverse elements situated radially outside or above the openings on axial ends of the head part. In the driving belt according to the invention an effective point of application of the friction force between the transverse element and a pulley is moved in the radial direction outwards, or upwards, in other words in the direction of the tilting line, so that the above-mentioned couple of forces advantageously can be smaller. With a suitable choice of the radial and axial positions of the contact surfaces of the body part and of the additional contact surfaces of the head part and of their dimensions, it can be ensured that an effective point of application of the last-mentioned friction force in the radial direction substantially coincides with the radial position of the tilting line. If desired, the relatively low internal friction force between the tension element and the transverse element can also be taken into account, by making the above-mentioned point of application act, depending on [[said]] the internal friction force, slightly above or slightly below the tilting line.--

Please replace the paragraph beginning at page 4, line 1, with the following rewritten paragraph:

-- In the driving belt according to the invention, compared with the known design, the head part of the transverse elements is lengthened in the axial direction towards both sides,

at least to such an extent that during operation the head part comes into contact with the pulley sheaves. In other words, the upper limit of an opening formed by the head part extends in the axial direction at least to an imaginary line extending between the radially lower and the radially upper limit of the respective opening in line with a contact surface of the body part. The axial ends of the head part are preferably provided with additional contact surfaces specifically intended for [[said]] the contact.--

Page 4, between lines 8 and 9, insert the following heading:

--BRIEF DESCRIPTION OF THE DRAWINGS--;

Please replace the paragraph beginning at page 4, line 11, with the following rewritten paragraph:

-- ~~Figure 1~~ is Figures 1-2 are a diagrammatic view of the known driving belt in ~~three~~ two views.--

Please replace the paragraph beginning at page 4, line 12, with the following rewritten paragraph:

-- Figure [[2]] 3 is a transverse element for a driving belt according to the present invention.--

Page 4, between lines 13 and 14, insert the following heading:

--DESCRIPTION OF THE PREFERRED EMBODIMENTS--;

Please replace the paragraph beginning at page 4, line 14, with the following rewritten paragraph:

-- ~~Figure 1 shows~~ Figures 1-2 show diagrammatically a cross section of the known driving belt and also a segment of the driving belt in side view. The cross-section shows a two-part tension element 2 in cross section and a transverse element 1 in front view. The transverse element 1 is provided with a substantially trapezium-shaped body part 10 and a substantially arrowhead-shaped head part 12, which parts are interconnected in a neck part 11 of the transverse element 1. Openings are defined

on either side of the neck part 11, between the body part 10 and the head part 12, in each of which openings a part of the tension element 2 is accommodated. The front view further shows the contour of a projection 15 in the head part 12, and also the position of a tilting line 14 in the body part 10. The side view shows a number of transverse elements 1, both in a relationship parallel to each other and in a relationship rotated in relation to each other, such as that which occurs between sheaves of a pulley of a continuously variable transmission. In the latter case the transverse elements 1 are rotated in relation to each other about the tilting line 14 below which - in other words viewed in a radially inward pointing direction - the transverse elements 1 taper slightly in order to permit the above-mentioned rotation. It can also be seen in this side view that the tension element is composed of a number of thin, flat rings 2 accommodated around one another, for the sake of clarity some space being left between the individual rings 2 in the ~~figure~~ figures. In practice, the rings 2 are stacked virtually without space between them.--

Please replace the paragraph beginning at page 4, line 33, with the following rewritten paragraph:

--In the rotated state of the transverse elements 1 [[said]] the elements are wedged between the pulley sheaves at the position of substantially axially directed contact surfaces 13 on either side of the body part 10, which contact surfaces 13 diverge radially outwards to some extent relative to each other. With a uniform distribution of the contact pressure between a pulley sheave and a contact surface 13 an effective point of application P of a friction force on the transverse element 1 will be situated centrally on the contact surface 13. However, a pushing force between the individual transverse elements 1 acts upon the tilting line 14. Besides, there is generally a friction force present between the tension element 2 and the transverse

elements 1. The above-mentioned forces interact in such a way that during operation the transverse elements 1 between the pulley sheaves have the tendency to tilt over backwards, to which end the elements 1 must shift in relation to each other in the radial direction. This tendency is counteracted in the known driving belt by the fact that the projection 15 of a following transverse element 1 engages in a hole (not shown) of a preceding transverse element 1. According to a known alternative embodiment of the transverse element 1, the above-mentioned tendency can be counterbalanced at least to a substantial degree by moving the tilting line 14 radially inwards to the effective point of application P of the friction force.—

Please replace the paragraph beginning at page 5, line 16, with the following rewritten paragraph:

-- As already pointed out, the above-mentioned known solutions do, however, have major disadvantages as regards the most efficient possible functioning of the driving belt. The present invention therefore proposes an alternative embodiment of the transverse element 1, which embodiment is illustrated in Figure [[2]] 3. In the driving belt according to the invention the head part 12 of the transverse elements 1 is extended in the axial direction towards both sides - as indicated by the two horizontal arrows - to such a degree that during operation [[said]] the head part 12 comes into contact with the pulley sheaves. In other words, the upper limit 16 of an opening 17 formed by the head part 12 extends in the axial direction at least to an imaginary line 18, which extends from a lower limit 19 of the respective opening 17 formed by the body part 10 to the above-mentioned radially upper limit 16 of the respective opening in line with a contact surface 13. The axial ends of the head part 12 are preferably provided with additional contact surfaces 20 specifically intended for contact with the pulley sheaves. In particular, the additional contact surfaces 20 each lie

substantially in line with one of the contact surfaces 13 of the body part 10.--

Please replace the paragraph beginning at page 5, line 31, with the following rewritten paragraph:

-- In the driving belt according to the invention, owing to the presence of the second, additional contact surface 20 in the head part 12, an effective point of application P of the friction force between the transverse element and a pulley sheave is moved in the direction of the tilting line, so that a couple of forces between [[said]] the friction force and the pushing force between the transverse elements decreases at the level of the tilting line 14. With a suitable choice of the radial and axial positions of the contact surfaces 13 of the body part 10 and of the additional contact surfaces 20 of the head part 12 and of its dimensions, it can be ensured that an effective point of application P of the last-mentioned friction force in the radial direction substantially coincides with the radial position of the tilting line 14. With the measure according to the invention it is therefore possible in a relatively simple manner to ensure that a common moment of force of the forces acting upon the transverse element 1 is greatly reduced, and in certain circumstances even substantially eliminated. Of course, in this case the internal friction force between the tension element 2 and the transverse element 1 can also be taken into account.--

Please replace the paragraph beginning at page 6, line 11, with the following rewritten paragraph:

-- In many cases the radial dimension or the height of the additional contact surfaces 20 can be relatively small, since [[said]] the surfaces are considerably further away from the tilting line 14 than the contact surfaces 13 of the body part 10. In other words, the part of the friction force acting upon the additional contact surfaces 20 between transverse element 1 and

pulley already at a relatively small value of the above-mentioned part will still exert a considerable moment of force at the position of the tilting line 14. According to a further embodiment of the invention, a radial dimension of the additional contact surfaces 20 has a value in the region of 1/5 to 1/3 of the radial dimension of the contact surfaces 13 of the body part 10, preferably approximately equal to 1/3.--

Please replace the paragraph beginning at page 7, line 26, with the following rewritten paragraph:

-- Also, the additional pulley contacting surfaces in this known design are indicated to be relatively large as compared to contact surfaces of the body part thereof, while the head part carrying the same is produced relatively sturdy. By these measures the contact pressures will be more or less the same for both types of pulley contact surfaces and the friction force on the element will be born to a significant extend by the additional, i.e. upper contact surfaces. This feature puts a considerable strain on the neck part of the element, which is thus to be designed also relatively sturdy, e.g. bulky. Moreover, the [[said]] friction force on the upper contact surfaces provides the known elements with a tendency to tilt forwards, i.e. over-compensates the above-mentioned tendency to tilt backwards, such that the projection and hole are indeed still required to counteract the tilting of the elements relative to the radial direction in this known design.--